

Carl Moyer Program Marine Funding Information

General

The Bay Area Air Quality Management District (District) is accepting applications for the Carl Moyer Program on **May 3, 2010**. The purpose of the program is to provide funding to replace or retrofit heavy-duty diesel engines with lower-polluting engines and equipment. Although the District is accepting applications throughout its jurisdiction, priority will be given to projects that reduce emissions in the following six highly impacted communities: 1) Concord, 2) Richmond/San Pablo, 3) Western Alameda County, 4) San Jose, 5) Redwood City/East Palo Alto, and 6) Eastern San Francisco. For a Priority Community Map of highly impacted communities in the Bay Area, see: <http://www.baaqmd.gov/moyer>.

The following counties are part of the Air District's jurisdiction: Alameda, Contra Costa, Marin, San Mateo, San Francisco, Santa Clara, and Napa counties. The southern portions of Solano and Sonoma counties are also part of the Air District.

What other information should I know about the grants for marine engines?

The application requires that you submit information about your existing engine (model year, serial number, horsepower, displacement, engine tier, usage documentation and information about the replacement engine or equipment (quotes from your engine dealer for prices, horsepower, displacement, and engine tier). The application requires documentation that you carry general liability and workers compensation insurance and machinery insurance equal to the full replacement value of the equipment.

Eligible Marine Projects

Eligible projects include marine engine (main or auxiliary) replacements, retrofits, and shore power. For qualifying projects, Carl Moyer Program grants will cover **up to 80%** of the engine replacement costs for a Tier 2, **up to 85%** for a Tier 3, **up to 100%** for retrofit project costs, and **up to 20%** towards the purchase of a new vessel that's cleaner than current emission standards. Please contact Stacy Shull if you are interested in applying.

Applications are available on May 3, 2010. To apply, visit www.baaqmd.gov/moyer to and complete the online application. Applications that are determined to be **complete** will be evaluated on a first come first served basis. All applicants will receive application completeness notifications within 5 business days via email, fax or mail. If you do not hear from the District within 5 business days of delivery, please contact the District immediately

What can I do now, before I start my application?

- Read the Air District Carl Moyer Program Overview Fact Sheet for rules that apply to all project types available from the Air District and online at <http://www.baaqmd.gov/moyer>.
- Understand any applicable state fleet rules that may apply to your fleet.
- Start collecting information needed for your application.
- Contact your engine or equipment dealer to discuss possibilities for your equipment.
- Review the California Air Resources Board (ARB) 2008 Carl Moyer Program Guidelines Chapter Nine "Marine Vessels". The Guidelines are on the ARB webpage <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.
- Contact the Air District with any additional questions.

If you have any questions regarding this program or the application process, please contact Stacy Shull by phone at **(415) 749-4955** or by e-mail at: sshull@baaqmd.gov

Carl Moyer Program MARINE Engine Replacement or Retrofit Quick-Reference Guide

For questions or more information, please contact Stacy Shull

sshull@baaqmd.gov or 415-749-4955

Eligible Projects and Costs	
Eligible Marine Projects	<ul style="list-style-type: none"> – Repower: Replace old engines with new engines – Retrofit: Devices are approved on a case-by-case basis, as there are NO devices currently verified by the CARB. Retrofit devices can include selective catalytic reduction devices, diesel oxidation catalysts or diesel particulate filters. Contact Stacy Shull to discuss your retrofit proposal.
Eligible Marine Engines and Vessels	<ul style="list-style-type: none"> – Propulsion or auxiliary engines 25 HP or greater – Ferries, Tugs, Tow, Work / Crew, Research, Commercial and Charter Fishing, and Excursion vessels, barges (self-propelled)
Invoices	<p>Invoices must include:</p> <ul style="list-style-type: none"> – Itemized list of eligible project costs – New engine serial numbers (not generator serial numbers) – EPA Engine Family Number – Hourly rate, and number of hours for labor charges
Eligible Marine Costs	<ul style="list-style-type: none"> – The capital cost of the new engine. – Purchase of or modifications to the cooling system; fuel and exhaust system; wiring, panel, and harness system; power take-offs; propulsion control system; gauges and alarms; and radiator and ventilation, if attached to or integral to the functioning of funded engine. – Frames needed to be extended or other parts needed to be cut or modified in order to accommodate the new engine, as well as paint or coating needed to protect those specific areas that were cut or modified. – Tax and transport for eligible parts or costs. – Labor for installation of or modification to parts eligible for funding. – Retrofit device and installation
Ineligible Marine Costs	<ul style="list-style-type: none"> – Dry docking fees, engine destruction for repower, bid work, etc. – Rudders or propellers. – Steering system. – Sea trials and dry docking. – Paint, coatings, or hull work not directly related to the engine repower. – Tax and transport for ineligible parts or costs. – Labor for installation of or modification to parts ineligible for funding. – Any parts or labor typically included as part of the vessel or engine overhaul, maintenance, repair, or upkeep. – These and other items may be eligible for funding on a case-by-case basis if it can be proven that they are not part of the typical vessel overhaul, repair, upkeep or maintenance and are a necessary part of the engine repower.
New Engine Requirements	
New Engine Emission Requirements	<ul style="list-style-type: none"> – All new engines must certify to meet the appropriate EPA engine emission standard and provide at least a 15% NOx reduction relative to the old engine. – Engines less than or equal to 100 hp are required to meet Tier 3 EPA standards unless the technology is infeasible or unavailable.
Project Requirements	
Minimum project life & service of equipment	3 years, and contract term must extend to the end of the project life. Equipment must remain in service for the project life, and must be installed and operational 3 years PRIOR to any regulation compliance date.
Surplus Emission Reductions	The project must be complete (engine installed and operational) 3 years prior to the associated Harbor Craft Regulation Compliance date. See table 9-3 under the HCR section below.

Table 9-2 Maximum Project Costs Eligible for Carl Moyer Program Fund	Project Type	Vessel Type	Maximum Eligible Funding
	Tier 2 Repower	Excursion, Ferry, Tugboat, or Towboat	50 percent
		Fishing, Pilot/work, or crew / supply vessel	80 Percent
	Tier 3 Repower	All vessel types	85 Percent
	Tier 2 Remanufacture	Excursion, ferry, tug, or tow boats	50 percent
		Fishing, pilot/work, or crew & supply vessels	80 Percent
	Tier 3 Remanufacture Kit	All vessel types	85 Percent
	Shore power transformer		50 Percent
	Shore power vessel retrofit hardware		100 Percent
Vessel Replacement		20 Percent	
Cost-effectiveness	Projects must meet a cost-effectiveness of \$16,400 per weighted ton of NOx, ROG and PM10 reduced to be eligible.		
Area of activity	Must be operated 75% in CA. Must be operated within the BAAQMD jurisdiction.		
Hour meter	All engine operation hours must be tracked by a functioning hour meter.		
Exceptions	Any project demonstrating surplus, real, quantifiable and enforceable emission reductions may be considered on a case-by-case basis by ARB even if the general CMP requirements are not met.		
Harbor Craft Regulation			
What qualifies as Harbor Craft?	All owners/operators of commercial harbor craft that operate in California Regulated Waters are required to comply with the reporting requirement of the regulation. Commercial harbor craft include, but are not limited to, ferries, excursion vessels, tugboats (including ocean-going tugboats), towboats, crew and supply vessels, work boats, pilot vessels, barges, and commercial and charter fishing boats.		
Who is Exempt?	EXEMPT: Harbor craft engines between 25 and 50 horsepower are exempt from and are not required to be repowered three years prior to the compliance deadlines in table 9-3 to be eligible for Carl Moyer Program funding.		
What types of vessels are required to replace engines?	Ferries, excursion vessels, tugboats (including ocean-going tugboats) and towboats. Crew and Supply vessels will be subject to the regulation at a later date in 2009. For more information on the draft proposed changes to the HCR please visit: www.arb.ca.gov/ports/marinevess/presentations/050708/050708chcpres.pdf		

Table 9-3 Carl Moyer Program Project Completion Deadline for In-Use Ferries, Excursion Vessels, Tugboats, and Towboats, with Homeport Outside the South Coast AQMD	Engine Model Year	Total Annual Hours of Operation	Proposed Rule Compliance Deadline	Moyer Project Completion Deadline
	Pre-1975	> 300	2009-10	No funds available
	1976-1985	> 1500	12/31/2011	12/31/2008
	1976-1985	300-1500	12/31/2012	12/31/2009
	1986-1995	> 1500	12/31/2013	12/31/2010
	1986-1995	300-1500	12/31/2014	12/31/2011
	1996-2000*	> 1500	12/31/2015	12/31/2012
	1996-2000*	300-1500	12/31/2016	12/31/2013
	2001-2002	> 300	12/31/2017	12/31/2014
	2003+	>300	12/31/2018	12/31/2015
Harbor craft engines between 25 and 50 hp are exempt from the rule. *1996 through 1999 model year engines in ferries have an accelerated rule compliance deadline of 12/31/2014. The Carl Moyer Program project completion deadline for these engines is therefore 12/31/2011.				